

Business Notices.

BUSINESS NOTICES.

THE SUPPLY OF BRITISH SEAMEN.

The following letter appeared in the London Standard a short time ago :—

Sir,—The above subject being much in evidence I crave your attention to the

A British sailing vessel of above two

[illegible]

hold place in the world. In September last a British steamer, the Federation, of about two thousand register, left London with a crew of two hundred and twenty men, of whom two all told, for Mediterranean, and others for South America, and the rest for the West Indies, and the Pacific. The regular stock deck staff for the voyage consisted of master, two mates, boatswain, and three carpenters, and a cooper, and a British carpenter, steward, five able seamen, and one ordinary seaman, Spaniards, three engineers, five firemen, and one mess-boy.

On board the writer was passengers from a British steamer in the Loran her crew were aliens, not one spoke English, and not one of the officers had a certificate of competency to command the hull. As it may be seen, there

one British boy or ordinary seaman in
vessels under training to become a sea-
man. Meanwhile, the nation is in want of
seamen to man her fleets, and of an
element for her world-beating popula-
tion.

I am, Sir, your obedient servant,
A. G. FROUD, Lieutenant, R.N.

One 'Poplar' Piano, handsome, full-

She has arrived. Who? The New
man, in fact two of them. They
came the other evening, not a h
miles from Bangkok. Their comp
consisted of black and white chee
ings, coloured shirt, sailor hat, black
ings and strong lace-up boots.—
Times.

—

We have already drawn attention
manner in which the continuous
fications for public works are
ing; among others the one con
the cutting of hay. In this
month and a half was allowed the

to get in the harvest from the
situated and all ready for the
The conditions of the contract
of brigades from Tonkin furnish
of folio. The conditions
that everything entering into the
of these brigades shall be French
a certificate of origin shall be
There are those who believe
engineers and the other day
of brigades, and that a certifi-
of Japanese coal enters in
composition. Besides which, ration
used in their manufacture, and
body knows that this substance is
in France, it will be very difficult
by a certificate that it is French

MACHINISTS—For striking the
 punch on the nose. I don't
 The dollar is big with you.
 Can't pay it in instalments? No
 —No, sir. Did you punch his
 instalments?
 (Sings)
 PERRY PATOTIC—Gee whiz! This
 per says the blood in a man's bod
 more'n 60,000 mile in a year.
 Watson—Wot did you go an tel
 Ain't I tired enough already?
 (Sings)
 Quotations.
 HONGKONG, June 19, 189
 OPIUM—New Patna, cash, 7
 " Old " cash, 6
 " New Bonares, cash, 7
 " Old " cash, 6

"	New Malva, credit.	
"	Allowance, Teels., ..	
"	Old Malva, credit.	
"	Allowance, Teels., ..	
"	Persian, Oil, cash.	
"	Allowance, Teels., ..	
"	Persian, Paper tied	
"	Allowance, Teels., ..	

HONGKONG REGISTER		
	Previous On date	
	Say at p.m.	30 a.m.
Barometer	29.66	29.84
Temperature	78	84
Humidity	91	73
Direction of Wind		w
Force	0	1
Weather	c d	c
Rain		1.52

Highest open air temperature on the day.....

Lowest open air temperature on the 1st

F. G. Fico, 1881
Hongkong Observatory, June

Temperature.

(Taken at Meiers Pulverer
Promontory, Queen's Cove
Hongkong, June 10, 1.)

BAROMETER—	9 A.M.	30.00
Do.	1 P.M.	29.95
Do.	4 P.M.	29.90
Thermometer—	9 A.M.	75.0
Do.	1 P.M.	78.0
Do.	4 P.M.	79.0
Do.	(Wet bulb) 9 A.M.	68.0
Do.	1 P.M.	70.0
Do.	4 P.M.	71.0
Do.	Maximum	80.0
Do.	Minimum	65.0

1999, 2000, 2001, 2002, 2003, 2004, 2005, 2006, 2007, 2008, 2009, 2010, 2011, 2012, 2013, 2014, 2015, 2016, 2017, 2018, 2019, 2020, 2021, 2022, 2023, 2024, 2025, 2026, 2027, 2028, 2029, 2030, 2031, 2032, 2033, 2034, 2035, 2036, 2037, 2038, 2039, 2040, 2041, 2042, 2043, 2044, 2045, 2046, 2047, 2048, 2049, 2050, 2051, 2052, 2053, 2054, 2055, 2056, 2057, 2058, 2059, 2060, 2061, 2062, 2063, 2064, 2065, 2066, 2067, 2068, 2069, 2070, 2071, 2072, 2073, 2074, 2075, 2076, 2077, 2078, 2079, 2080, 2081, 2082, 2083, 2084, 2085, 2086, 2087, 2088, 2089, 2090, 2091, 2092, 2093, 2094, 2095, 2096, 2097, 2098, 2099, 2100, 2101, 2102, 2103, 2104, 2105, 2106, 2107, 2108, 2109, 2110, 2111, 2112, 2113, 2114, 2115, 2116, 2117, 2118, 2119, 2120, 2121, 2122, 2123, 2124, 2125, 2126, 2127, 2128, 2129, 2130, 2131, 2132, 2133, 2134, 2135, 2136, 2137, 2138, 2139, 2140, 2141, 2142, 2143, 2144, 2145, 2146, 2147, 2148, 2149, 2150, 2151, 2152, 2153, 2154, 2155, 2156, 2157, 2158, 2159, 2160, 2161, 2162, 2163, 2164, 2165, 2166, 2167, 2168, 2169, 2170, 2171, 2172, 2173, 2174, 2175, 2176, 2177, 2178, 2179, 2180, 2181, 2182, 2183, 2184, 2185, 2186, 2187, 2188, 2189, 2190, 2191, 2192, 2193, 2194, 2195, 2196, 2197, 2198, 2199, 2200, 2201, 2202, 2203, 2204, 2205, 2206, 2207, 2208, 2209, 2210, 2211, 2212, 2213, 2214, 2215, 2216, 2217, 2218, 2219, 2220, 2221, 2222, 2223, 2224, 2225, 2226, 2227, 2228, 2229, 2230, 2231, 2232, 2233, 2234, 2235, 2236, 2237, 2238, 2239, 2240, 2241, 2242, 2243, 2244, 2245, 2246, 2247, 2248, 2249, 2250, 2251, 2252, 2253, 2254, 2255, 2256, 2257, 2258, 2259, 2260, 2261, 2262, 2263, 2264, 2265, 2266, 2267, 2268, 2269, 2270, 2271, 2272, 2273, 2274, 2275, 2276, 2277, 2278, 2279, 2280, 2281, 2282, 2283, 2284, 2285, 2286, 2287, 2288, 2289, 2290, 2291, 2292, 2293, 2294, 2295, 2296, 2297, 2298, 2299, 2300, 2301, 2302, 2303, 2304, 2305, 2306, 2307, 2308, 2309, 2310, 2311, 2312, 2313, 2314, 2315, 2316, 2317, 2318, 2319, 2320, 2321, 2322, 2323, 2324, 2325, 2326, 2327, 2328, 2329, 2330, 2331, 2332, 2333, 2334, 2335, 2336, 2337, 2338, 2339, 2340, 2341, 2342, 2343, 2344, 2345, 2346, 2347, 2348, 2349, 2350, 2351, 2352, 2353, 2354, 2355, 2356, 2357, 2358, 2359, 2360, 2361, 2362, 2363, 2364, 2365, 2366, 2367, 2368, 2369, 2370, 2371, 2372, 2373, 2374, 2375, 2376, 2377, 2378, 2379, 2380, 2381, 2382, 2383, 2384, 2385, 2386, 2387, 2388, 2389, 2390, 2391, 2392, 2393, 2394, 2395, 2396, 2397, 2398, 2399, 2400, 2401, 2402, 2403, 2404, 2405, 2406, 2407, 2408, 2409, 2410, 2411, 2412, 2413, 2414, 2415, 2416, 2417, 2418, 2419, 2420, 2421, 2422, 2423, 2424, 2425, 2426, 2427, 2428, 2429, 2430, 2431, 2432, 2433, 2434, 2435, 2436, 2437, 2438, 2439, 2440, 2441, 2442, 2443, 2444, 2445, 2446, 2447, 2448, 2449, 2450, 2451, 2452, 2453, 2454, 2455, 2456, 2457, 2458, 2459, 2460, 2461, 2462, 2463, 2464, 2465, 2466, 2467, 2468, 2469, 2470, 2471, 2472, 2473, 2474, 2475, 2476, 2477, 2478, 2479, 2480, 2481, 2482, 2483, 2484, 2485, 2486, 2487, 2488, 2489, 2490, 2491, 2492, 2493, 2494, 2495, 2496, 2497, 2498, 2499, 2500, 2501, 2502, 2503, 2504, 2505, 2506, 2507, 2508, 2509, 2510, 2511, 2512, 2513, 2514, 2515, 2516, 2517, 2518, 2519, 2520, 2521, 2522, 2523, 2524, 2525, 2526, 2527, 2528, 2529, 2530, 2531, 2532, 2533, 2534, 2535, 2536, 2537, 2538, 2539, 2540, 2541, 2542, 2543, 2544, 2545, 2546, 2547, 2548, 2549, 2550, 2551, 2552, 2553, 2554, 2555, 2556, 2557, 2558, 2559, 2560, 2561, 2562, 2563, 2564, 2565, 2566, 2567, 2568, 2569, 2570, 2571, 2572, 2573, 2574, 2575, 2576, 2577, 2578, 2579, 2580, 2581, 2582, 2583, 2584, 2585, 2586, 2587, 2588, 2589, 2590, 2591, 2592, 2593, 2594, 2595, 2596, 2597, 2598, 2599, 2600, 2601, 2602, 2603, 2604, 2605, 2606, 2607, 2608, 2609, 2610, 2611, 2612, 2613, 2614, 2615, 2616, 2617, 2618, 2619, 2620, 2621, 2622, 2623, 2624, 2625, 2626, 2627, 2628, 2629, 2630, 2631, 2632, 2633, 2634, 2635, 2636, 2637, 2638, 2639, 2640, 2641, 2642, 2643, 2644, 2645, 2646, 2647, 2648, 2649, 2650, 2651, 2652, 2653, 2654, 2655, 2656, 2657, 2658, 2659, 2660, 2661, 2662, 2663, 2664, 2665, 2666, 2667, 2668, 2669, 2670, 2671, 2672, 2673, 2674, 2675, 2676, 2677, 2678, 2679, 2680, 26

Insurances.

UNION ASSURANCE SOCIETY.
(Instituted in the Reign of Queen Anne A.D. 1714).
CAPITAL FULLY SUBSCRIBED, £450,000.
CAPITAL PAID UP, £180,000.
TOTAL INVESTED FUNDS EXCEED £2,700,000.
TOTAL ANNUAL INCOME, £250,000.

THE Undersigned, having been appointed Agents of the above Society in Hongkong, is prepared to issue Policies against FIRE on the usual terms.

HARRY WICKING,
Praya Central.

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.
TOTAL FUNDS AT 31st DECEMBER, 1894, £1,671,018 2s. 2d.

Authorized Capital, £3,000,000 0/0
Subscribed Capital, £2,700,000 0/0
Paid-up Capital, £2,637,500 0/0
Fire Funds, £2,410,922 7/3
Revenue Fire Branch, £1,646,856 13/7

HAVING been appointed Agents of the above Company we are prepared to accept EUROPEAN AND CHINESE RISKS at Current Rates.

SHEWAN & Co.,
Agents.

13 July, 1896.

Intimations.

PEAK HOTEL.

OPEN ALL THE YEAR ROUND.
THIS Commodious and Well-appointed HOTEL, situated at a height of 1,250 feet above sea-level, has just been thoroughly re-decorated, renovated and re-furnished, and a NEW WING has been built, which commands magnificent Views of the Harbour and mainland of China.

SPECIAL SUMMER RATES.
(From 1st April to 31st October).
One person, per day ... \$ 4.00
One person, per month ... \$75 to 90.00
Married couple (occupying one room) per day ... 7.00
Married couple (occupying one room) per month ... 160.00
Married couple (occupying two rooms) per month ... 170.00
Extra Bedroom, per month \$10 to 50.00
For further Particulars, apply to
THE MANAGER,
New Victoria Hotel,
Hongkong, April 4, 1896.

WINDSOR HOTEL, HONGKONG.

THIS Establishment, situated in the elegant Building known as "CONNAUGHT HOUSE," offers First-Class Accommodation to Residents and Travellers. Passenger Elevator, from Entrance Hall to each Floor, in charge of experienced Attendant.
Favourable Arrangements made for Families and for Monthly or Extended Periods.
P. BOHM,
Proprietor and Manager,
Hongkong, November 24, 1894.

KOWLOON HOTEL.

NEAR THE COAST.
SURROUNDED by magnificent Gardens, and commanding beautiful views of the Harbour and Island of Hongkong.
ROOMS TO LET WITHOUT BOARD.
KEGELBAHN
AND
AMERICAN BOWLING ALLEYS.
BAR AND BILLIARDS.
LUIS M. LOBO, Manager,
Hongkong, May 9, 1895.

SUITABLE FOR THE SEASON.

FINEST JAPANESE COTTON CRAPES AND SILK GOODS.

Every variety in Colour, Stripes & Figures.
ORDERS ARE EXECUTED
WITH CARE AND PROMPTITUDE.
SAMPLES
TO BE SEEN AT
THE MITSUI BUSSAN KAISHA,
No. 8, Queen's Road Central.

THE REVENUE OF CHINA.

A SERIES OF ARTICLES,
Reprinted from "The China Mail,"
WITH AN APPENDIX.
THIS PAMPHLET is Now Ready,
and may be had at the
OFFICE of this Paper,
Messrs. KELLY & WALSH,
And Mr. W. BENTLEY.
Price, ... 50 Cents.

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Shipping.

Steamers.

FOR SINGAPORE, PENANG AND OAL TTA.
The Steamship
Lightning,
Capt. J. G. SYDNEY, will
be despatched for the
above Ports on SATURDAY, the 20th
Instant, at 3 p.m.

For Freight or Passage, apply to
DAVID SASSOON, SONS & Co.,
Agents.
Hongkong, June 15, 1896.

CHINA NAVIGATION COMPANY, LIMITED.
FOR SHANGHAI.
The Steamship
Tui,
Capt. B. J. S. will be
despatched on SATURDAY, the 20th
Instant, at 3 p.m.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, June 18, 1896.

CHINA NAVIGATION COMPANY, LIMITED.
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For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, June 18, 1896.

Shipping.

Steamers.

CHINA NAVIGATION COMPANY, LIMITED.
FOR MELBOURNE.
The Steamship
Tui,
Capt. B. J. S. will be
despatched on TUESDAY, the 20th
Instant, at 3 p.m.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. A Refrigerating Chamber is situated forward of the Engine Room. A fully-qualified Surgeon is carried, and the Vessel is fitted throughout with Electric Light.

For Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, June 17, 1896.

CHINA NAVIGATION COMPANY, LIMITED.
FOR SHANGHAI.
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Mails.

U. S. Mail Line.

PACIFIC MAIL STEAMSHIP COMPANY.
VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.
China (via Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) ... THURSDAY, June 25, at noon.

Pere (via Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) ... SUNDAY, July 12, at daylight.

City of Rio de Janeiro (via Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) ... WEDNESDAY, July 29, at noon.

THE U. S. Mail Steamship CHINA will be despatched for SAN FRANCISCO, via NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on THURSDAY, the 25th June, at Noon, taking Passengers and Freight for Japan, to United States and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to Europe, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Passengers holding ORDERS FOR OVERLAND CITIES in the United States have the choice of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and other direct connecting Railways, and from Chicago to destination, the choice of direct line.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for trans-shipment to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the office until 5 p.m. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States, should be sent to the Company's Office in Sausalito, California, addressed to the Collector of Customs at San Francisco.

Passage and Freight, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN,
Agent.
Hongkong, June 10, 1896.

Occidental & Oriental Steamship Company.

MAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, VIA THE OVERLAND RAILWAYS, AND ATLANTIC & OTHER CONNECTING STEAMERS.

